

Currently 61 commuter trains run through Barrington Monday through Friday. These trains cross at only one major intersection in the area at Route 59 and Lake Cook Road. Additionally, these trains cross at only three other roads in the Barrington area— Lake Cook Road and Cook Street in the heart of the village of Barrington; at Hart Road at Rt. 14, which is largely an outlet for Barrington Hills and Barrington High School traffic. The final crossing is at Route 14 and Eastern Road, an outlet for the village of Barrington and two nearby schools. Because the commuter trains cross these intersections very quickly, usually within a minute or two, traffic is not unnecessarily inconvenienced. It is pretty much like waiting for a short stoplight to change.

In contrast, the proposed Canadian National service would not involve swift moving commuter trains but solely freight traffic as there is no commuter train service on the EJ and E tracks. The freight trains that currently use these rails are notoriously long and slow moving with an average stall time for automobile traffic at 10 minutes and, frequently, up to 20 minutes which is disastrous for anyone on a schedule or trying to make an appointment as there are no alternative routes.

In addition, the EJ&E/Canadian National track crosses the Barrington area at major roads—Cuba Road, Rt. 14, Rt. 59, and Lake Cook Road. All of these roads are major thoroughfares not just for the Barrington area but for the entire region as any look at a map will show. Three of these rail/road intersections are in the heart of the Barrington business district.

Consequently, the use of this rail by 20 freight trains a day at an average of 10 minutes per road intersection will create unbelievable gridlock within a very small area that will radiate out to the entire region.

I encourage you to consider severely limiting the number of trains allowed on this track and ask that you begin looking at ways to mitigate the impact any additional freight traffic will have by considering lowered roadways under the tracks or rerouting track away from the major roads of the Barrington business area.

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